



Aviation Investigation Final Report

Location:	HANSON, Massachusetts	Accident Number:	NYC89LA043
Date & Time:	December 3, 1988, 15:00 Local	Registration:	N6387
Aircraft:	CESSNA 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT HE HAD JUST LANDED WHEN THE LEFT BRAKE FAILED. IN ORDER TO AVOID HITTING TRUCKS PARKED NEAR THE RUNWAY THE PILOT ELECTED TO GROUND LOOP THE AIRCRAFT. THE SIDE LOADING ON THE LEFT LANDING GEAR DURING THE GROUND LOOP CAUSED IT TO COLLAPSE. EXAM OF AIRCRAFT BY THE FAA REVEALED THAT THE LEFT BRAKE HAD SUBSTANTIAL HYDRAULIC FLUID COVERING THE BRAKE ASSEMBLY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: LANDING - ROLL

Findings
1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Occurrence #3: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

2. LANDING GEAR,MAIN GEAR - OVERLOAD
3. GROUND LOOP/SWERVE - INTENTIONAL

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	24, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 2, 1988
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1600 hours (Total, all aircraft), 105 hours (Total, this make and model), 106 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6387
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503334
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	December 2, 1987 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	950 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520D
Registered Owner:	ENOS AIR SERVICE	Rated Power:	300 Horsepower
Operator:	ENOS AIR SERVICE	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HANSON , MA (MA02)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	CARANLAND MA02	Runway Surface Type:	Asphalt
Airport Elevation:	71 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	1845 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Yurman, Alan

Additional Participating Persons: ; BEDFORD , MA

Original Publish Date: January 4, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=36345>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).